

PAGO PAGO EN FETE FOR THE LINER SONOMA

Declared by the residents of Pago Pago to have been the first steamer of any size to have visited that port in the past two years, the Oceanic liner Sonoma was the motif for a series of highly interesting entertainment and fete, with the Samoans, who are declared by officers in the liner, this morning, to have traveled long distances from neighboring islands, in order to be present at Pago Pago at the time the Sonoma called there on her initial visit.

"It was one of the greatest celebrations that I ever witnessed," so stated Purser McNulty and Medical Officer Dr. Clark of the Sonoma on arrival at Honolulu this morning.

"The Samoans treated us in fine style," insisted Captain Trask. "Why they wanted to make me a king, but I modestly declined in favor of President and General Manager Samuels who was a through passenger for Australia."

Band melody at several feasts were distinct features of the entertainment provided by the delighted Samoans who gathered to the number of many thousands at Pago Pago during the brief stay of the American liner at the American port. The Sonoma came alongside a new wharf at Pago Pago which is pronounced as in every way satisfactory. The American coaling station has improved greatly since last visited by Oceanic steamship officers some six years ago. The colony now comprises some three hundred souls. These for the most part are identified with the American coaling station. A machine shop amply equipped for most any emergency is installed there. The coaling plant leaves little to be desired.

The new club house has just been completed, and the Sonoma on her initial call at Pago Pago discharged a large quantity of furnishings and fittings including several billiard tables. The American colony is amply provided with amusement, even to mechanical planes and moving picture machines, with late films.

The Sonoma arrived on the last leg of the initial round trip with 2 cabin 6 second class and 1 steerage passenger for Honolulu.

The through list included 40 cabin, 13 second class and 11 steerage passengers en route for San Francisco.

With the exception of one or two days of rough weather after leaving Pago Pago the vessel met with favorable winds and smooth seas. The Sonoma brings a rather small cargo for discharge here, and there remains a thousand or more tons freight destined for San Francisco.

The Sonoma was well received by the shipping and business interests of Sydney, so say the officers. The vessel lay off Miller's Point during a portion of her stay at the New South Wales port. The weather at Sydney was vile though, and rain descended in a deluge during most of the time the officers were permitted to remain at Sydney.

The Sonoma passed within a mile of a deserted volcanic island, which was sending up a column of smoke and geysers of mud and steam as the vessel proceeded along her course in plain view of the disturbance. The Sonoma also sighted Norfolk Island, within easy range to distinguish the settlements there.

The Australian press had much favorable comment upon the inauguration of the new line and the steamer Sonoma came in for a good share of praise.

Expects to Retire.
Chief Officer C. E. Stewart of the Pacific Mail liner Siberia, expects to leave the sea soon to rest easy for the remainder of his life on the profits accruing from the sale of his patent boat handling apparatus, of which much has already been written. Stewart has patented the device in the United States, Germany, Great Britain, France, Norway, Canada and Australia.

By means of the apparatus two men can handle two boats in two minutes with one set of davits, one boat inboard and the other outboard. The device is of an automatic nature, with no chance of the boats fouling or slipping.

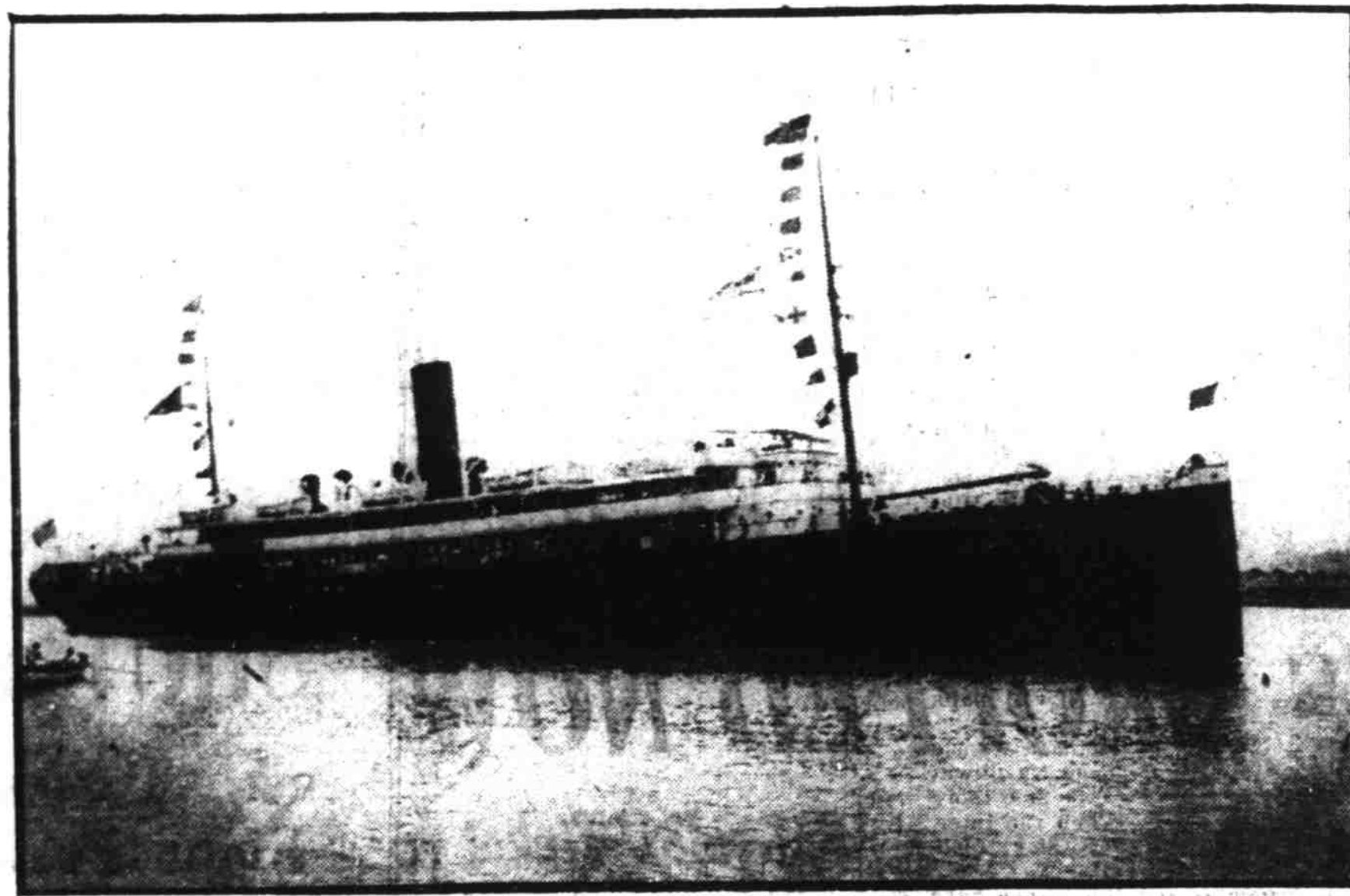
"All the Atlantic lines have been art to sell my patent," says Stewart, "and are eager to install it on their boats at once. The Titanic disaster gave the invention a great stimulus."

Houdelett Balked on Hula-Hula.
These days of the "Texas Tommy" and the irresistible rag are sad and sorry ones for the steamship commanders, who now find the berth of terpsichorean censor added to their many other duties on the merry ocean, says the S. F. Chronicle.

The rag may be able to pass muster ashore, but there are so many classes of people to be satisfied aboard ship when it comes to the "Bunny Hug" that the skipper finds himself in a predicament that he would perhaps gladly face a dozen tempests of the deep to avoid.

It was of the ticklish situation which Captain Houdelett had to decide with the determination of a grizzled mariner that the passengers of the liner Sierra were talking about upon their arrival yesterday. They told how the skipper, at the time of a gay social function in the musical hall, drew the line at an

Ocean Liner Sonoma, Completing First Round-Trip Voyage Which Restores American Flag To South Pacific



The liner Sonoma sails today for San Francisco on the last lap of the voyage under the new mail subsidy. Incidentally, the Sonoma was the first of the steamers to visit Pago Pago for three years. Captain Trask is in command.

attempt to introduce the "hula-hula" into the program.

The two fair damsels who came forth as exponents of Hawaii's native dance were masked, and they had made their costumes in secret. The same secrecy veiled their identity, or at least, none was pointing out who it was who caused the curtain to be rung down on the festivities.

The masquerade held on board the Sierra was the most brilliant in the liner's career of entertainment. Several of the fair passengers appeared in the role of sailor boys, dancing the hornpipe; Dr. S. C. Leonhardt was a rather plump yachting girl, and E. J. Harvey made a social belle at once infatuated, only to be sadly disappointed. Others who took part in the entertainment were Miss S. de la Nux, Evabelle and Mabel Kito, Miss Edith S. Bush, Miss Aileen Meizer, Miss Grace Hart and Miss O. K. Franca.

Japanese Liner Bears Signs of Mourning.

With all officers from skipper H. Stanley Smith to the humblest cabin boy, wearing a band of black crepe, the Japanese liner Shinyo Maru from San Francisco arrived at an early hour this morning, bringing a few layover passengers from the mainland. The vessel hails from San Francisco and being a foreign bottom has no cargo for discharge at Honolulu.

The liner came to a berth at the Ewa side of Alakea wharf, after what is declared as a very pleasant trip from the California port.

The through cargo is a large and valuable one. Six cabin passengers left the liner at this port.

The through list includes 69 cabin, 82 second class and 140 Asiatic steerage passengers.

The Shinyo Maru is to be dispatched for the Orient at four o'clock this afternoon, two hundred and fifty Asiatic steerage passengers joining the vessel at Honolulu. These passengers are for the most part Japanese.

Among the passengers are Bishop and Mrs. W. B. Murrah. The bishop is superintendent of foreign missions for the Methodist Episcopal Church South and is going to the Orient on a tour of inspection.

Among the passengers for Manila are Peyton Gordon, special assistant to the attorney general of the United States. He will remain at Honolulu for a few days. Gordon is accompanied by his wife and child.

Wilhelmina Carried Record List.
A record list of passengers between Honolulu and Hilo for Matson Navigation steamers was carried in the liner Wilhelmina that sailed for the Hawaii port shortly after 5 o'clock last night. Before the last of the applicants had secured passage, many agreed to be content with a mattress on deck, the main desire being to get away by that steamer owing to the tying up of all inter-island vessels. The local agency of the Matson company was obliged to refuse a large quantity of freight for Hilo and the island of Hawaii. As it was, the vessel departed with a good many tons of merchandise forwarded from this port to Hilo. The Wilhelmina is due to return here early Sunday morning.

Glacier Away for San Diego.
Sailing shortly after 5 o'clock last evening, the United States supply steamer Glacier carried an addition to her fuel supply that had been placed aboard at this port. The Glacier is to join the remainder of the fleet, including the California, Maryland and Colorado, at the Southern California port.

Hundred Go in Manchuria.
A hundred or more cabin passengers took their departure for the Coast in the big Pacific Mail liner Manchuria, which discharged seven hundred tons of Oriental freight during the stay of twenty-four hours at this port. A large mail was forwarded to the mainland in the liner.

VESSELS TO AND FROM THE ISLANDS (Special Cable to Merchants' Exchange)

Friday, August 9, 1912.
SEATTLE—July 31, Sailed, Gas Str. Ida May, for Honolulu. (consigned to J. H. Wilson, reported returned with propeller broken).

S. S. Shinyo Maru sails for Yokohama at 4 p. m. today.
S. S. Sonoma sails for San Francisco at 4 p. m. today.

More Wrecks Than Ever Before.

LONDON, July 19.—Statistics published today show that losses from steamship wrecks in the six months ending June 30th, were \$25,137,500. This exceeds the losses during the same period last year by \$12,637,500. Of this excess \$10,000,000 is due to the sinking of the Titanic, but even without the loss of the Titanic, the last six months would have been one of the most disastrous periods in the history of sea traffic.

No fewer than 125 vessels were lost, 46 of which were British. All vessels of less than 500 tons register are excluded from this calculation. The 3,001 total and partial losses of which collisions were responsible for 336, strandings for 848 and storms for 334.

There were 32 ships posted as missing, carrying with them to unknown graves 900 officers and men.

Lloyd's rates have been increased as a result of these losses and new clauses to protect the insurance companies are now being inserted in policies.

Siberia Officer in Trouble.

The investigation into the financial standing of Peter Griffl, former quartermaster of the steamer Siberia, who is trying to escape paying a \$200 fine for smuggling opium by taking the pauper's oath, was continued yesterday before United States Commissioner Francis Krull. Griffl claims that he is broke, while the treasury agents who arrested him claim that he is wealthy. Griffl claims to have paid the \$500 he had when arrested for attorney fees and sickness.

ODDS AND ENDS AT THE PORT

The Canadian-Australian liner Marana, with passengers for Honolulu and Australia, sailed from Vancouver Wednesday.

The Sonoma of the Oceanic line is to sail for San Francisco at four o'clock this evening, taking a later mail for the mainland.

The Toyo Kisen Kaisha liner Shinyo Maru is scheduled to sail for San Francisco at four o'clock this afternoon, taking passengers and mail for the Far East.

A large consignment of later mail destined for the mainland left this morning with the departure of the Pacific Mail steamer Manchuria for San Francisco.

Every officer in the T. K. K. service on board the liner Shinyo Maru is wearing a band of mourning in commemoration of the death of the Emperor of Japan.

Stevadores worked like beavers in the discharge of the seventeen hundred tons Oriental freight from the Pacific Mail liner Manchuria. The vessel was made ready to sail for the Coast on schedule time.

The Pacific Mail liner Manchuria at the Waikiki side and the Shinyo Maru at the Ewa side of Alakea wharf this morning, presented a busy scene, pending the departure of the former vessel for San Francisco.

DRUNK ON S. S. MAUI, LICENSE IS SUSPENDED

Sounding a warning to local steamboat men that if found under the influence of liquor while on duty they will be severely dealt with, the board of U. S. steamboat inspectors has suspended for sixty days the license of Assistant Engineer Henry H. Venker of the steamer Maui.

While making a reinspection of the Maui a week ago yesterday, the inspectors, Captain Howe and Mr. Heene, found Venker in charge of the engineering and under the influence of liquor to such an extent as to unfit him for duty. The case has been under advisement and today the inspectors announced their decision, at the same time indicating that they will deal severely with all offenders of the U. S. statutes in this respect.

The action of the inspectors is under Rule 5, Section 11, general rules and regulations of the board, and under Section 4405 of the Revised Statutes. The authority is given as follows:

"The fact of a licensed officer being under the influence of liquor in the presence of the inspector or inspectors to such an extent as to unfit him for duty while on board a vessel shall be sufficient cause for suspension or revocation of license."

PASSENGERS ARRIVED

Per O. S. S. Sonoma, from Sydney by the way of Pago Pago—For Honolulu, R. Moffat, Fritz Schlosser, E. Hanbom, Wm. Gitt, Mrs. W. Gitt, Master G. Gitt, C. Greenan, Mrs. C. Greenan, Mort Mansfield, Throuth: J. S. Badger, R. M. Badger, Dr. W. A. Burkhitt, Miss C. Crockett, Mrs. L. F. Crockett, Miss T. Crockett, Miss E. H. Caldwell, A. F. Coffin, Miss J. Cullen, Chas. DuVal, Mrs. C. DuVal, Miss Xine Dunning, Miss Anna Keefe, Geo. McDonald, Mrs. J. McDonald, Elwood Mead, Mrs. F. McDonald, Miss Ruth Peters, Miss D. Peters, F. P. Paul, Harold Samuels, J. Brooks Thornley, Mrs. K. Vassault, Mrs. G. Walthman, Miss Grace Walthman, H. P. Wellman, Mrs. H. P. Wellman, Murray Wellman, Theodore Wellman, George Wellman, John Blair, Alex. Boyle, W. H. Coleman, Cecil Abbott, R. W. Blanchard, R. D. Longley, Lieut. D. Baker, Mrs. S. M. Baker, Carlos V. Baker, M. J. Bridenstine, C. E. Godkin, Mrs. J. K. Coleman, O. S. Galloway, Samuel Matzkind, Frederick Levy, Ernest D. Mercer, C. M. Mulford, Miss Janet Crose, Lieut. and Mrs. C. S. McDowell, P. Harbert, F. B. Johnstone, Mrs. Rose Stull, Miss Helen Stull, F. E. Tracy, Mm. Peters, Max Rubin, Jas. H. Trevor, Miss M. McDowell, E. A. Wood-Ward, Mrs. R. Wood-Ward, Miss R. E. Johnstone, Elder L. C. Ormrod, W. Lee Welch, Mrs. W. L. Welch, P. J. Williams, Louis Woolf, Miss R. Woodard, R. C. Pomeroy.

Per T. K. K. S. Shinyo Maru, from San Francisco—For Honolulu, Mr. and Mrs. P. Gordon, Miss E. B. Gordon, Mrs. A. R. Smith, For F. Kohnan, F. Esaki, Prof. R. Funahashi, Alf. Jordan, E. R. Kellogg, V. Pike, Miss K. Pike, T. W. Rhode, Mrs. F. W. Rhode, H. Sakai, Dr. M. Senzoku, Dr. J. Tachibana, A. Wolford, Mrs. A. Wolford, M. Yamanouchi, For Kobe: Bishop and Mrs. W. B. Murrah, Rev. and Mrs. A. Pieters, Master R. E. Pieters, Master R. S. Pieters, E. T. Shaw, Dr. and Mrs. H. C. Whiting, For Shanghai: Mr. and Mrs. W. Boone, Dr. and Mrs. C. F. Johnson, H. Johnson, Miss M. Johnson, Miss R. Johnson, Mrs. H. J. Such, Miss M. White, For Hong Kong: Mr. and Mrs. A. Adams, N. Castillo, Rev. and Mrs. J. A. Eakin, Miss M. A. Eakin, J. S. H. Frank, J. R. Hoffman, Miss F. Hoffman, T. G. Janney, Lieut.-Col. A. G. Marrable, T. S. McEachran, Miss B. M. Mercer, W. M. Milne, D. L. Rosenfeld, T. P. Shew, Mrs. C. Shum, Master F. Shun, J. E. Springer and wife, Master John Y. Springer, Master Maxwell Spring, Mr. M. L. Stephens, Mr. and Mrs.

A. H. Swan, F. Techter, Mrs. P. A. Templeton, J. H. Tibbs, L. A. Train, G. W. Viley.

PASSENGERS BOOKED

Per T. K. K. S. Shinyo Maru, for the Orient: Miss Alsop, H. T. Jenkins, Mrs. Y. Mori, Robert Orr, Rev. G. M. Rowland, Mrs. G. M. Rowland, Thos. Swan, H. L. Winlans, Mrs. H. P. Wood, Miss Wood.

PASSENGERS DEPARTED

Per P. M. S. S. Manchuria, for San Francisco, August 9.—W. G. Irwin and wife and butler, Mrs. Schermerhorn and party (2), H. H. Tammen and wife, Fred S. Knight, Mrs. W. O. Winch, Mrs. M. A. Waterbury, Miss H. Bradford, Mrs. H. Eaton, J. M. Hind and wife, Miss Margaret Hind, Miss Eva Hind, Miss Maud Hind, Miss G. Hobson, Mrs. F. L. Clark, daughter and son, Miss Ina Hughes, J. C. Curtis, R. E. Mist, Mrs. R. E. Bond, Rev. Thos. G. Carroll, Miss Dora Walters, Carl Walters, Mrs. Fred L. Waldron and two sons, Col. Sam Parker and son, Miss T. Forbes, Miss F. Forbes, Jr., Miss H. Forbes, Mrs. H. G. Danford and two sons, E. W. Hedeman, D. H. Hitchcock and wife, Masters Hitchcock (3), Dr. W. D. Baldwin, Miss Anna Kong, Alfred Edwards wife and son, Miss Francis Bingham, L. D. Gregg, wife and infant, Wm. Williamson, wife and infant, Miss E. Eames, Miss R. Joslin, Miss M. R. Joslin, E. W. Carden, Mrs. Ellis, Mr. Ellis, Mrs. E. R. Strongman, Mrs. B. A. Helm, Miss J. E. Hancock, Miss Francis A. Brown, Chas. W. Lucas, Miss S. Dornham, Miss Mitchell, Miss M. O. Mitchell, Roy F. Benton and wife, G. E. Stephenson, P. M. Hollister, A. F. Gay, Jim Parker, Miss J. Phleger, O. M. Behr, H. L. Hewson, R. McGrath, Mrs. Wm. McGrath, Miss E. McGrath, Miss Sandow, Mrs. A. W. McCormick, A. W. Heen, C. M. Turner and wife, Mrs. Ellen Ivers and maid, Lieut. F. A. Cooke, Miss Mary C. Bushard, Mrs. Major McClure, H. E. Chapin, C. E. Igenfritz and wife Mrs. Hannam, Mrs. Nickerson, Lieut. Naylor, wife, infant and maid, F. M. Sammis and wife, Mrs. G. E. Bryant Master Henry Bryant, Master Chas. Ackerman, J. L. Coke, Miss Sylvia Wilder, Miss Cornelia Wilder, Miss Violet Wilder, Miss Parrish, Miss M. Wilson, L. S. Rand, W. S. Shindler, Miss H. Rodemaker, Mrs. J. M. Rodemaker, J. P. McKinney, R. E. Gardner, Mrs. L. B. Kerr and daughter, Mrs. Harris, Mrs. J. F. Lewis and maid, Hon. G. N. Wilcox, T. S. Loughlin, wife and child, C. E. Starratt, Daniel Jones, C. Slater, Fred Brown.

MAILS

Mails are due from the following points as follows:
San Francisco—Sherman, Aug. 12.
Victoria—Marama, August 14.
Yokohama—Makura, Aug. 13.
Yokohama—Chiyo Maru, Aug. 13.
Mails will depart for the following points as follows:
Yokohama—Shinyo Maru, Aug. 9.
Vancouver—Makura, Aug. 13.
Colonies—Marama, Aug. 14.
San Francisco—Sonoma, Aug. 9.

TRANSPORT SERVICE

Logan, sailed from Honolulu for Manila, Arrived Aug. 2.
Sherman, sailed from San Francisco for Honolulu, Aug. 6.
Sheridan from Honolulu for San Francisco, Arrived April 7.
Crook, at San Francisco.
Buford, stationed on Pacific Coast.
Warren, stationed at the Philippines.
Thomas, sailed from Honolulu for San Francisco, Aug. 5.
Supply, sailed from Honolulu for Seattle, June 15.
Dix, from Seattle for Honolulu; due Aug. 8.

FOUND DEAD

(Continued from Page 1)

Last Seen by Hack Driver.
According to Attorney Quinn, James Brown, a hack driver, was standing in front of the store of Lewers & Cooke on King street at 8 o'clock this morning when he saw Howell on a Waikiki-bound King street car. At the time, Howell was dressed in black, a noticeable fact, as Howell has never worn anything but khaki.

Fritschl declares that when he discovered Howell's body he made no investigation but hurried to Attorney Quinn to whom he related the circumstances of the finding. According to Quinn, Fritschl says that Howell had told Fritschl a week ago that there were times when he was seized with almost irresistible impulses toward suicide.

"I am sure that it was nothing else but suicide," declared Quinn this morning. "Howell was very eccentric and as he grew older his eccentricities increased and I imagine that it was while in one of these temporary fits of insanity that he committed the act which ended his life."

Sure It Was Suicide.
According to Robert R. Catton, who was an intimate friend of the dead man, Howell received a hot-water burn on his foot two months ago which made him despondent although he seemed to be recovering his spirits later.

"I saw Howell on Wednesday night last," said Mr. Catton this afternoon, "and he seemed to be in the best of spirits. He was talking about getting a position as night watchman as soon as he returned from the mainland where he was going to stay four months to recuperate his health."

"It is a plain case of suicide. I went out there this morning with the deputy sheriff, where we saw him, Mr. Fritschl said he had found him, lying across the bed with the revolver clutched in his right hand. He was all ready to go, his suit-case was packed and was standing beside the bed. I imagine the deed was one of sudden impulse and not planned out beforehand. He had lived here for thirty-five years."

DOWSETT FOR DELEGATE

(Continued from Page 1)

Wise, Clarence H. Cooke, B. von Hamm, Alfred L. Castle, C. R. Hemenway.

Inquiries Put to Delegate.

Honolulu, August 5, 1912.
Hon. J. Kalamianale.

Dear Sir:—At a meeting of a few business men held recently in Honolulu, a committee of seven was appointed to undertake the canvass of available men of offices in the coming Fall campaign, with a view to securing candidates who, if acceptable, could look for the political support of the business community as a whole.

Bearing on your candidacy for the Delegateship we have been appointed a sub-committee to ascertain your views on certain matters, and beg to submit the following questions, to which we hope you can give us an early reply:

a. Will you agree to the entire elimination of the Frear-Kuhlo controversy at the coming Republican convention?

b. Will you support the ticket as nominated at the coming Republican convention, regardless of whether you are nominated or not?

c. Will you run as an Independent, if you fail to secure the nomination of the coming Republican convention?

d. Will you kindly define what you mean by "a more liberal administration of the Land Laws?"

e. What is your attitude on the immigration question?

f. What are your views and what would be your policy in Congress, if elected, in regard to tariff changes?

Thanking you in advance for your good offices,

We remain, Dear Sir,

Yours faithfully,

J. M. DOWSETT.

ALFRED L. CASTLE.

Delegate's Answer.

Honolulu, T. H., August 9, 1912.

Messrs. J. M. Dowsett and Alfred L. Castle.

Sub-committee on Consideration of Republican Candidates at Ensuing Election, Etc.

Honolulu.
Gentlemen:—I am in receipt of your communication of August 5, 1912, in which you, acting on behalf of certain business men in Honolulu submit to me some questions concerning my position on matters of public interest, and request that I answer them.

I do not question in the slightest degree the right of the business men to submit to me any questions concerning public matters. It is a right which they have in common with all citizens in the Territory through whose votes any one may be chosen as delegate from the Territory to Congress. I have therefore no hesitation in replying. In weighing my reply, however, I should like to direct your attention to the proposition that a delegate to Congress is a representative not only of the business community, but of others, perhaps a majority, who may not be properly classified as business men. While the interests of all are often identical, yet there are at times apparent conflicts. It should be the duty of a representative of all the people in taking a stand on public questions to bear in mind all parts of the community; endeavor to reconcile apparent conflicts of interest, and in the end to do that which will work the most good for the greatest number of people. If any of the views I here express may not meet with your entire approval as business men, I know you will be liberal enough to attribute such divergence to an intent on my part to follow out this principle.

Candidate as Republican.
While your letter does not state so directly, yet from the tenor of some of the questions submitted I am justified in believing that, as business men, you are of the opinion that best results can be obtained through the administration of affairs by the Republican party, and that when you state that your committee of seven was appointed to undertake the canvass of available men for office in the coming Fall campaign, with a view to securing candidates who, if acceptable, could look for the political support of the business community as a whole," you intended to refer to candidates on the Republican ticket. If I am wrong in this you may at once eliminate the rest of my letter, as I am a candidate for the nomination for delegate on the Republican ticket.

Your first question is as follows: "Will you agree to the entire elimination of the Frear-Kuhlo controversy at the coming Republican convention?"

I have never asked the Republican party as a party to take up the Frear-Kuhlo controversy; on the contrary, I have consistently urged that the party take no part in it. Many months ago I urged the Chairman of the Territorial Executive Committee to have the committee do nothing whatever about it. To my request that this course be pursued, the committee replied by actively entering the contest in favor of Governor Frear, thus insisting that the controversy should not be eliminated as a party question.

And when in March last, I left Honolulu to return to my place in Congress, I did so in pursuance of an agreement with a representative of the business men, that in the then approaching convention, the Frear-Kuhlo controversy should be eliminated. But you are aware how well that agreement was kept when upon the assembling of that convention the "Business Interests" at once insisted upon pleading Governor Frear at the head of the delegation to Chicago.

Your next question is: "Will you support the ticket as nominated at the coming Republican Convention, regardless of whether you are nominated or not?"

I have said above that I am a Republican, which means that I am abide by the action of the Republic-

can Convention. The only qualification I should make to this would be that, if it should transpire that the convention was controlled and dominated by coercion and bribery, and that its action by reason of this should not fairly represent the wishes of the Republican voters, I would not feel bound by it. I am sure that you gentlemen, representing as you do the business community, will most heartily join with me in this qualification, since, as a rule, the business community of Hawaii is in favor of honesty and fair play.

Your next question "Will you run as an Independent, if you fail to secure the nomination of the coming Republican Convention?" My answer to the question immediately preceding is a sufficient answer.

The Land Laws.
In your next question you ask me to define what I mean by "a more liberal administration of the land law."

Again do I have no hesitation in answering. It has appeared to me that our present land laws have been administered on the theory that applicants for homestead acre, as a rule, dishonest; that applications are not made in good faith; that persons apparently seeking homes are actuated by hidden, sinister motives. So palpable has been this course that "homesteader" has become synonymous with "fakir" insofar as the present administration of the land laws is concerned. Quite contrary to the rules followed by the executive departments, by the courts, and by Congress in dealing with homesteaders of the public lands of the United States, of liberal construction in favor of the homesteader, the officers charged with the administration of the laws of Hawaii have adopted the policy of a strict construction in favor of the Government and against the homesteader. To enter into detail as to this matter, and to cite the many instances which establish beyond peradventure of a doubt the existence of such a policy, would be to reopen in this letter the controversy concerning the reappointment of Governor Frear. This I know you do not desire. Suffice it to say that, whether I continue as delegate or not, I shall do all in my power to completely change the policy which I believe has been consistently pursued during the last decade.

I believe that the time has come when it will be necessary to build up in Hawaii a middle class, which is the only guarantee of permanent prosperity in any community. Just as long as the land laws are administered in such a way that citizens of the United States, or persons qualified to become citizens, experience difficulty, and meet with official discouragement in their efforts to secure homes, the establishment of a middle class will be exceedingly difficult.

In this connection I may indeed go one step further than the above. Not only shall I continue to urge this liberal construction and administration of the land laws, but wherever they may be found defective, and in themselves to contain obstructions to the populating of Hawaii by home-owning citizens, I shall urge that the Legislature memorialize Congress for proper amendments, and that Congress shall adopt such amendments, and that assistance, not obstruction, shall be the rule.

I might add that I feel sure that the majority of you realize the importance of the question, and will go at least as far as I myself am willing to go in this respect.

Other Questions.
You ask for my attitude on the immigration question. I do not quite understand whether this refers to the question locally or from the national standpoint. However, one answer will cover both phases. I believe that the immigration of desirable Europeans, eligible to become citizens of the United States, should be encouraged, and that upon their arrival in the Hawaiian Islands they should be accorded neither greater nor lesser rights than resident citizens or resident aliens eligible to become citizens.

You question as to what would be my policy in Congress, should I be again elected, in regard to Tariff changes.—is sufficiently answered, as it seems to me, by my attitude upon that subject at all times since my first election to Congress. You cannot be ignorant of the fact that I have at all times used such efforts as I was able, to avoid the reduction of the existing tariff on sugar, and I have no reason at present why I should change this attitude, in the event of my re-election. I have stood, and will continue to stand, for the success and prosperity of our island industries, in the list of which sugar stands at the head.

Very respectfully yours,
(Sig.) J. KALAMIANALE.

After making an exhaustive investigation of conditions on the naval work at Pearl Harbor, and especially of the constructive difficulties of the big drydock, Rear Admiral Homer Stanford, chief of the Bureau of Yards and Docks, will sail for the Coast on the steamer Sonoma this afternoon.

"My trip to Honolulu has told me more about the work here than any amount of statistical and descriptive reports and maps studied away from here, could have done," said Admiral Stanford. "I am well satisfied with conditions, and believe that from now on things will progress smoothly with the drydock. We are satisfied that the correct concrete mixture has at last been found, and the contractors have instructions to go right along with the work."

"I am sorry that definite word as to the naval appropriation bill, and to the item for extending the dock to 1000 feet, didn't reach here before I left, as I would like to know definitely that the extension is to be made. If so Pearl Harbor will be the largest drydock of the navy, and I think, one of the best."

Old friends of former President Zelaya of Nicaragua are beginning to rally for the revolution just started in the southern "pepper-pot."

City Transfer

(JAS. H. LOVE)

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